

The China Mail.

Established February, 1845.

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號一卅月八年五十八百八千一英

HONGKONG, MONDAY, AUGUST 31, 1885.

日二十月七年酉乙

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 4. GORDON & CO., 50, Cornhill, E.C. 4. HENDY & CO., 37, Walbrook, E.C. 4. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMÉDÉE FRISON & Co., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WEIN, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BARN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HEINZELN & Co., Manila.

CHINA.—Messrs. A. A. DE MELO & Co., Suva, Queensland, &c. AMOY, WILSON, NICHOLS & Co., Foochow. HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Waihai, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000.
RESERVE FUND, \$4,500,000.
RESERVE FOR EQUALIZATION, \$500,000.
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000.

CHIEF DIRECTORS.
Chairman—Hon. F. D. SARSON.
Deputy Chairman—A. MOLLER, Esq.
O. D. BOTTOMLEY, M. GROSS, Esq.
H. L. DALRYMPLE, Esq.
W. H. FORBES, Esq.
H. E. SARSON, Esq.

CHIEF MANAGERS.
Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
London, BARNES, Esq.
HONGKONG.
INTEREST ALLOWED.
ON Current Deposit—Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "

LOCAL BRANCH DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, August 24, 1885. 1449

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 5; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$500 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, May 1, 1885. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE.
40, THE ARCADE, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank reserves Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANCE.
TAXES, &c.
75 per cent. on 1st Dividend equal to 87½ per cent. for whole Claim.

H. A. HERBERT, Manager, Hongkong Branch.
Hongkong, July 4, 1885. 1128

HONGKONG PHARMACY.
25, LYNDHURST TERRACE.
WOODFORD & Co.
H. B. WOODFORD, Medical Practitioner,
25, LYNDHURST TERRACE.
Hongkong, July 10, 1885. 1160

Intimations.

TO CONTRACTORS.

SEALED TENDERS will be Received by the Undersigned, at 5 before Nine o'clock A.M. of MONDAY, the 7th September, for the CONSTRUCTION of a Portion of the PEAK TRAMWAY, according to Plan and Specification to be seen on application to J. F. BOLLING, C.E., 55, Queen's Road East, between 8 a.m. and 4 p.m., from whom Copy of Specification, Schedule of Quantities, and Form of Tenders may be obtained.

Tenders should be addressed to the GENERAL MANAGERS, and marked 'Tender for Peak Tramway.'

The lowest or any Tender may not be accepted.

MacEWEEN, FRICKEL & Co., General Managers.

VICTORIA EXCHANGE, Hongkong, August 25, 1885. 1457

CHAS. J. GAUPP & Co.,

Optician, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
AUTOMATIC SOLID PENCIL AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITTOR'S LANTERN AND OTHER COMPASSES.
ADMIRALTY & NAUTICAL CHARTS.
English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY, in great variety.
DIAMONDS.

DIAMOND JEWELLERY.
A Splendid Collection of the Latest Locket Patterns, at very moderate prices. 743

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business Contributed during the Half-Year ended 30th June, 1885, on or before the 30th SEPTEMBER NEXT, on which date the Accounts will be closed.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, August 17, 1885. 1403

THE HONGKONG HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

LADIES' HAIR DRESSING SALOON is attached to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 756

GRIFFITH'S

NEW VIEWS OF HONGKONG

NOW READY.

1, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS

OF THE

LONDON BRATED WATERS.

1, DUDDELL STREET.

Continue to Supply:

SODA WATER, LEMONADE, GINGERBREAD, RASPBERRYADE, &c., &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1885. 957

NOTICE.

THE Undersigned have been nominated by Special Appointment COMMERCIAL AGENTS for the FOREIGN BUSINESS of His Excellency the VICEROY of CHINA.

RUSSELL & Co.

Hongkong, August 11, 1885. 1373

CHEE WO LING KEE

HAS always on Hand STEAM LAUNCHES FOR HIRE. Charges as follows:

Wing-Shing, Wing-Chung, and Wing-Tye.

For first hour, \$3.

" second " " 2.

" every subsequent hour, " 1.

Wing-Fat, Wing-Loy, and Wing-Lee.

For first hour, \$3.

" second " " 2.

" every subsequent hour, " 1.

Rates for towing Vessels and Cargo-boats, or use of Launches for Excursions to Macao, Canton, or other places may be arranged at No. 29, Wing Wo Street.

Hongkong, June 13, 1885. 979

In the Matter of the Estate of SIR HARRY SMITH PARKES, Knight Companion of the Most Honourable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, lately Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of China, Deceased.

NOTICE is hereby given that all Persons having any CLAIMS or DEMANDS upon or against the Estate of the said SIR HARRY SMITH PARKES, who died in Felling, in the Empire of China, on the 2nd day of March, 1885, and Letters of Administration to whose Estate were granted by the Supreme Court of Hongkong, in its Probate Jurisdiction, to the Undersigned, one of the Executors named in the Will of the Deceased, are hereby ordered to send in writing to the Undersigned, on or before the 31st day of OCTOBER, 1885, the full Particulars of their Claims or Demands.

And Notice is hereby also given that as soon as possible after the Expiration of the period above mentioned, the Undersigned will proceed to distribute the Assets of the said SIR HARRY SMITH PARKES, Deceased, amongst the parties entitled thereto, having regard only to the Claims of which he shall then have had Notice and that he will not be liable for the Assets or any part thereof as distributed to any Person or Persons, of whose Claim or Claims he shall not have had Notice at the time of the distribution.

All Persons INDEBTED to the Estate are requested to make immediate Payment to the Undersigned.

Dated in Hongkong, the 18th day of July, 1885.

W. KESWICK. 1208

For Sale.

LANE, CRAWFORD & Co.

HAVE NOW RECEIVED THEIR NEW STOCK OF

SPORTSMEN'S SUNDRIES & AMMUNITION.

DOUBLE-BARRELLED FOWLING PIECES, in Cases, with IMPLEMENTS, Complete, from \$45.00.

Elley's Brown, Blue and Green CARTRIDGE CASES.

Elley's White FELT, Grey CLOTH and Grease-proof WADES.

Elley's Cylindrical Wire CARTRIDGES.

Newcastle Chilled SHOT, all sizes.

Prior & Wile's 'ALLIANCE' SPORTING POWDER.

Re-capping, Loading and Ramming MACHINES.

Combined Loading and Turnover MACHINES.

POWDER and SHOT MEASURES, and FLASKS.

Exploded Shell EXTRACTORS.

Water-proof Gun CASES and BAGS.

Cartridge BELTS and BAGS.

Water-proof Canvas and Leather LEGGINGS.

Field and Game GUN-CLEANERS, GUN OIL.

ON BOTTLES, SCREW-DRIVERS, and CASE CUTTERS.

CALCUTTA—PITH SUN HATS (extra thick for Sportsmen).

English-made Hand-sewn SHOOTING BOOTS.

(PIC-NIC and SHOOTING PARTIES supplied with FRESH STORES, WINES, &c., at special rates.)

LANE, CRAWFORD & Co.

Hongkong, August 28, 1885. 1478

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

HAVE RECEIVED THEIR FIRST SHIPMENT

of

AUTUMN TWEEDS AND COATINGS

in all the

NEW MATERIALS.

Hongkong, July 30, 1885. 1428

W. POWELL & Co.

EX STEAMSHIP TELEMACHUS.

A SPLENDID PARCEL OF HOUSEHOLD REQUIREMENTS,

consisting of—

The Patent Sanitary Wire-Wove MATS, all sizes.

FENDER and FIRE IRONS.

GRIP TABLES.

QUEEN ANN TABLES.

CURTAIN CHAINS.

CURTAIN CORDS and TAPES.

CHIMNEYS, new patterns.

MINORAS of all kinds.

McIntosh's Knives Down Goods.

BRILLIANT CLOTH.

SPRAYERS, all sizes.

VICTORIA EXCHANGE, August 13, 1885. 1385

Intimations.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

PAYMENT OF 2ND DIVIDEND.

A SECOND DIVIDEND of 12½ per cent. on ALL CLAIMS against the HONGKONG BRANCH of the ORIENTAL BANK CORPORATION, that have been approved by the Court of Chancery, will be paid on and after MONDAY NEXT, the 31st August, at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED.

The 2nd Dividend is payable on all Claims on which a 1st Dividend has been paid.

CREDITORS are requested to apply to the Bank for their Dividends and to produce the Letter they hold from the Court of Chancery admitting their Claims, in order that the Payment of the 2nd Dividend may be endorsed thereon.

J. MELVILLE MATSON, Attorney for the OFFICIAL LIQUIDATOR, ORIENTAL BANK CORPORATION.

Queen's Road, 25th August, 1885. 1450

ORIENTAL BANK CORPORATION IN LIQUIDATION.

CONTINUATION LIST OF 1st DIVIDENDS.

THE Undersigned is authorized to Pay on and after MONDAY, 31st August, a 1st DIVIDEND of 50 per cent. on CLAIMS that have been approved by the Court of Chancery since 30th November, 1884, which include all O.B.C. NOTES deposited at this Office before 16th March, 1885.

Note Certificates—Fixed Deposit Receipts—Drafts—Powers of Attorney and Authority to receive Dividends must be presented to the Undersigned before the Dividends can be paid.

A 2nd DIVIDEND of 12½ per cent. is also Payable on ALL CLAIMS included in the above mentioned CONTINUATION LIST.

J. MELVILLE MATSON, Attorney for the OFFICIAL LIQUIDATOR, ORIENTAL BANK CORPORATION IN LIQUIDATION.

Queen's Road, 25th August, 1885. 1450

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Half-Yearly MEETING of SHAREHOLDERS will be held at the Company's Hotel on FRIDAY, the 11th September, at 4 o'clock p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1885.

The Transfer BOOKS of the Company will be CLOSED on the 28th August to 11th September, both days inclusive.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, August 19, 1885. 1421

Intimations.

WILLIAM DOLAN,

RAIL-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANYAS,

MANILA ROPE, AMERICAN

OAKUM, LIFE BUOYS,

CORK JACKETS,

&c., &c., &c.

Hongkong, May 1, 1882. 256

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI FONG,

Formerly Articled Apprentice and Lately Assistant to Dr. Rogers.

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUDDELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

For Sale.

FOR SALE.

THE GERMAN BRIG

B. H. STEENKEN,

235 TONS REGISTER.

Apply to

MELCHERS & Co.,

Agents.

Hongkong, August 20, 1885. 1483

FOR SALE.

COURSE, DISTANCE,

AND

AVERAGE SPEED TABLES,

FROM

LONDON, via THE SUEZ CANAL,

TO

CHINA, JAPAN, &c.,

WITH

OTHER TABLES AND NOTES,

By

W. A. GULLAND.

To be obtained at the

'CHINA MAIL' OFFICE.

Messrs. LANE, CRAWFORD & Co.,

PAULSON & Co.

Hongkong, September 2, 1884. 1475

FOR SALE.

JULES MUMM & Co.'s

CHAMPAGNE

Quarts, \$20 per Case of 1 doz.

Pints, " 10 " " 2 " "

Dubos Frères & Co. of

BORDEAUX CLARETS AND

WHITE WINES.

Baxter's Celebrated 'Barley Brew'

WHISKY, \$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

FOR SALE.

A HOUSE at the PEAK, with Large

TENNIS GROUND attached. A

good View of the Harbour and out to Sea.

Apply to

'PEAK,'

c/o THIS OFFICE.

Hongkong, April 11, 1885. 614

To Let.

TO LET.

COLLEGE CHAMBERS (late Hotel

Shipping.

Steamers.

STEAM TO SINGAPORE, PENANG

AND BOMBAY.

The P. & O. S. N. Co.'s

Chartered Steamship

Adonia,

Captain CABORNE, will

leave for the above places on TUESDAY,

1st September, at 3 p.m.

A. MOLLER, Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, August 25, 1885. 1454

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Sargodon, Captain Crossin, will be despatched as above TO-MORROW, the 1st September, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 31, 1885. 1498

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship
Prim, Captain Buxton, will be despatched as above TO-MORROW, the 1st September, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 31, 1885. 1497

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
The Company's Steamship
Glenfidda, Captain P. H. Loff, will be despatched as above TO-MORROW, the 1st September, at 2 p.m.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, August 31, 1885. 1499

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Steamship
Glenfidda, Captain JACOBS, will be despatched as above TO-MORROW, the 1st September, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 31, 1885. 1493

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI (DIRECT).
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship
Ulysses, Captain BREMER, will be despatched as above TO-MORROW, the 2nd September, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 31, 1885. 1495

UNION LINE.
FOR SHANGHAI.
The Steamship
Glenfidda, Captain SEARON, will be despatched as above TO-MORROW, the 2nd September, at 4 p.m.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, August 31, 1885. 1501

To-day's Advertisements.

UNION LINE.
FOR YOKOHAMA.
The Steamship
Energon, Captain TOMCOCK, will be despatched for the above Port on THURSDAY, the 3rd September, at 3 p.m.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, August 31, 1885. 1490

FOR NEW YORK.
The 3/3 L.L.L. American Ship
Reporter, Captain BAYLEY, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, August 31, 1885. 1499

TO LET.
N. O. 3. LOWER MOSQUE TERRACE.
Bury can be had immediately.
Apply to
ROBERT LANG & Co.,
Queen's Road.
Hongkong, August 31, 1885. 1500

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's S.S. *Taiyang* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undermanager for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge or remaining on Board after the 8th September will be at once landed and stored at Consignees' risk and expense.
Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 7th September.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, August 31, 1885. 1498

THE S.S. *Arratoon* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undermanager for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding discharge will be at once landed and stored at Consignees' risk and expense.
Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 7th September.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, August 31, 1885. 1498

SHIPPING.
ARRIVALS.
August 29, 1885—
Linnet, British barquette, 923, Wm. Laurence, Newcastle (N.S.W.), June 27, Coal—HARRIS & Co.
Expedite, Danish steamer, 357, C. Schubert, Cardiff via Port Said, July 20, and Singapore August 22, Coal—ARMSTRONG, KARRIS & Co.
August 30—
Greyhound, British steamer, 227, W. C. Syder, Pakhoi August 27, Hoihow 29, General—ADAMSON, BELL & Co.

Shipping.
British steamer, *Volga*, French steamer, 1,007, du Tomp, Yokohama August 23, Mails and General. Messageries Maritimes.
Thales, British steamer, 810, T. G. Pocock, Taiwanfo August 22, Foochow 27, Amoy 28, and Swatow 29, General—DOLLAR STEAMSHIP.
Arratoon, British steamer, 1,302, Metcalf, Calcutta August 15, Penang 22, and Singapore 25, Opium and General—DAVID SASSOON, SONS & Co.
August 31—
Ulysses, British steamer, 1,500, A. W. Brommer, London July 17, and Singapore Aug. 27, General—BUTTERFIELD & SWIRE.
Taiyang, British steamer, 1,506, T. L. Davies, Calcutta and Singapore August 25, General—JARDINE, MATHESON & Co.
Gluckburg, German steamer, 916, C. J. Bertelsen, Singapore August 22, General—BUN HIN CHAN.
Glenfidda, British steamer, 1,408, A. J. Jenkins, Shanghai August 22, and Foochow 29, General—JARDINE, MATHESON & Co.
Brocodile, British steamer, 1,416, E. Wodall, Singapore August 21, and Saigon 27, General—BUN HIN CHAN.
Bangalore, British steamer, 1,309, P. W. Cave, Bombay August 12, and Singapore 25, General—P. & O. S. N. Co.
Nain-e-ria, British steamer, 472, Geo. Anderson, Haiphong August 23, Rice—A. R. MARY.
Else, German brig, from Whampoa.
Sargodon, British steamer, 1,592, H. Chirines, Foochow August 29, General—BUTTERFIELD & SWIRE.
Wah Yung, British steamer, 313, J. O. Witt, Hoihow August 30, General—CHINESE.

DEPARTURES.
August 30—
Yangtze, for Whampoa.
Adolph, for Cebu and New York.
Anton, for Hoihow.
Atle, for Hoihow.
Queen of England, for Bangkok.
Glenfidda, for Saigon.
Triumph, for Haiphong.
Gluckburg, for Shanghai.
Consins Arabis, for Mantung.
August 31—
Jeremiah Thompson, for Victoria, (B.O.)
Malinda, for Mantung.
Carl Bohm, for Quinhon.
Koehger, for Kobo & Yokohama.
Forvina, for Hingoo and Yokohama.
Amelia, for Swatow, Amoy and Penang.
Peking, for Whampoa.
August 30—
W. H. McNeil, for Hoihow.
Ulysses, for Singapore and London.
Prim, for Amoy.
Plainsmiller, for Shanghai.
Benedict, for Manila.
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Messrs A. A. J. Gall, G. L. Molesworth, G. H. James and G. S. Saffo, and 253 Chinese deck.
Per Myer, from London, &c., Mr and Mrs Sayle, Miss Conny Sayle, Miss Ester Sayle, and Miss Palmer, and 100 Chinese.
Per Taisang, from Calcutta, &c., Capt. Hudson, and 350 Chinese.
Per Gluckburg, from Singapore, Capt. Jerolash, and 171 Chinese.
Per Myer, from Shanghai, &c., Messrs Georges and H. Sawa, and 4 Chinese.
Per Bracodale, from Singapore, &c., 255 Chinese.
Per Bangalore, from Singapore, &c., 10 Chinese.
Per Nain-e-ria, from Haiphong, Miss Welmer, and 86 Chinese.
Per Sargodon, from Foochow; for Hongkong, Mr Lamy, and 30 Chinese; for London, Mr and Mrs Bond.
Per Wah Yung, from Hoihow, 127 Chinese.
Per Juliette, from Amoy, 17 Chinese.
Per Natal, from Shanghai; for Hongkong, Mr Bone, and 4 Chinese; for Marcellus, Messrs Curbeck, Eron, Joly, John Mithy and Telge, Rev. Thomas Weir.

DEPARTURES.
Per Koolgar, for Yokohama; from Hongkong, Louis A. Pilleau, Capt. Maturin, R.A. and Mr Wing Yee Wai; from London, Messrs Whitall and J. S. Kohler; from Singapore, Mrs Rickett's amah.
Per Amelia, for Swatow, Mr H. J. Brooker.
Per Gluckburg, for Shanghai, Messrs Schmidt and Lait.
Per Malinda, for Mantung, 6 Chinese.
Per Anton, for Hoihow, 30 Chinese.
Per Galeson, for Saigon, 100 Chinese.
Per Triumph, for Haiphong, 20 Chinese.
Per Quisus Arabis, for Mantung, 12 Chinese.
TO DEPART.
Per W. H. McNeil, for Hoihow, 1 European, and 80 Chinese.
Per Sargodon, for Singapore, &c., 3 Europeans, and 80 Chinese.
Per Ulysses, for Shanghai, 1 European, and 42 Chinese.
Per Prim, for Amoy, 100 Chinese.
Per Gluckburg, for Amoy, 1 European, and 170 Chinese.

SHIPPING REPORTS.
The British barquette *Linnet* reports: Experienced equally and rainy weather throughout. Last fore-top-gallant-mast on the 20th Aug. Sighted the ship *Titan*, at different time on the passage.
The British steamer *Greyhound* reports: Left Calcutta on the 27th August, and did how on the 29th, had light S.E. winds with fine weather, and S.E. swell to Lionchen; thence to port heavy showers of rain. In Hoihow, steamer *Wah Yung*.
The British steamer *Thales* reports: Left Foochow on the 27th, at 5.30 a.m., and experienced moderate S.W. breeze and light S.W. winds with cloudy weather, sight S.W. swell. Steamer *Amoy*, *Sargodon*, and *Batavia* met on the 28th, at 4 p.m., and experienced variable light winds, cloudy and rainy weather, and S.W. swell. Steamer *Linnet*, *Neuchung*, *Nanchang*, and *Clare*.
The British steamer *Arratoon* reports: Left Calcutta on the 15th August, and arrived Penang on the 21st, at 1.45 a.m., and left Penang on the 22nd, at 4.20 p.m. Arrived at Singapore on the 24th, at 9.15 a.m., and left Singapore on the 25th, at 1 p.m. Arrived at Hongkong on the 30th, at 8.45 a.m. In the China sea had light S.W. breeze and fine weather. The British steamer *Ulysses* reports: Had fine weather and easy to this port.
The British steamer *Taiyang* reports: From Singapore to 100 miles South of Pulo Sapato, light winds with calm and smooth sea. From 100 miles to 100 miles S.W. to Southern breezes and fine weather.
The British steamer *Glenfidda* reports: From White Dogs to Breaker Point, had moderate and southerly winds. From Breaker Point to port, light airs and calms. On the 30th August, at 8 p.m., spoke str. *Glengarry*, from Hongkong to bound Shanghai.

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Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:
ADAM W. STILES, American barque, Capt. A. D. Field—Arnhold, Karberg & Co.
ANNIE H. SMITH, American ship, Capt. R. B. Brown—P. & O. S. N. Co.
AATA, German steamer, Capt. D. Hornemann—Melchers & Co.
B. H. STERNBERG, German brig, Captain Chr. Meyer—Melchers & Co.
DANUBE, British steamer, Captain J. Newton—Yuen Fat Hong.
EDWARD MAY, American barque, Capt. C. A. Johnson—Russell & Co.
EVIE REED, American barque, Capt. A. T. Whitaker—Russell & Co.
FRANK PENDLETON, American ship, Capt. E. P. Nichols—Order.
GRAFFON, American steamer, Captain Seaborn—Russell & Co.
HIGHLANDER, American ship, Capt. N. A. Bachelder—Russell & Co.
LAWSON, British barquette, Capt. Wm. Laurence—Russell & Co.
NATACROS, British ship, Captain Ed. H. Lovitt—P. & O. S. N. Co.
PEWESSEON, American barque, Capt. P. L. Chapman—Arnhold, Karberg & Co.
PEYROT, French barque, Capt. Sevrain, Carveris & Co.
TYRAN, American ship, Capt. C. H. Allyn—Russell & Co.

MEMOS. FOR TO-MORROW.
Shipping.
Daylight—Prim leaves for Shai, &c.
Daylight—Sargodon leaves for London.
2 p.m.—Mongkut leaves for Bangkok.
3 p.m.—Adon leaves for Bombay, &c.
4 p.m.—Glenfidda leaves for London.

HONGKONG DISPENSARY.
Established A.D. 1841.
香港大藥房
A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' SUPPLIES, NECESSARY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.
MANUFACTURERS
OF
Sole: Water, Lemonade, Tonic, Water, Gingerale, Potass Water, Sarsaparilla, Water, and other Aromatic Waters.
The Manufacture is under direct and continuous European Supervision.
(Hongkong, June 1, 1878.) 736

BIRTHS.
At Shanghai, on the 18th August, the Wife of C. B. BRYERS, of a Daughter.
At Wanchow, on the 13th August, Mrs. W. GAVIN STROBACH, of a Daughter.
The publication of this issue commenced at 7.35 p.m.

The China Mail.
HONGKONG, MONDAY, AUGUST 31, 1885.
THE status and responsibilities of passage brokers ought in the course of time to be satisfactorily defined. Several portions of a local Ordinance (No. 5 of 1874) are devoted to the subject, the matter has frequently been before the Judges here, and now it has again been adjudicated upon in the Supreme Court. To the credit, be it said, of English law, a vast amount of attention has invariably been given to the question of emigration, and the emigrant has been ever surrounded with safeguards for his protection from ill-treatment and dishonesty. The presence of the passage broker is vaguely supposed to be one of the safeguards provided by a paternal government for the safety of the intending emigrant; but so far as experience has gone, it would seem that the passage-broker is the person who is now principally in need of protection. It is somewhat difficult to decide how this reversal of things has come about—whether it is owing to the natural course of events, or whether it be that the custom of trade has gone straight in the face of the law of the Colony, it is very hard to say. Under the Ordinance referred to, the passage broker is a very important personage. He is a special officer of the Emigration Ordinance, a great portion of which is devoted to his constitution, his duties, and his penalties. He cannot become a passage broker until he shall, with two sufficient sureties, have entered into a joint and several bond in the sum of five thousand current dollars; and he has to pay a fee of two hundred dollars for the privilege of acting as such passage broker. The broker thus furnished, has to satisfy the Emigration Officer that such and such a ship is chartered to carry emigrants; and he has to attend with each emigrant to the Emigration Officer, before whom the true intent and meaning of the contract has to be explained. For discharging all these onerous duties it might be assumed that a very high remuneration was attached; but it is believed that a mere pittance sum per head is chargeable upon each passage-ticket, and in connection with the passage-tickets which are framed and enforced by the Ordinance his arises one of the greatest hardships of the system. The body of the passage-ticket is as follows:—
I hereby engage that the Chinese named at foot hereof shall be provided with a passage to and shall be landed at the port of—
In the ship or vessel called—
with not less than 73 cubic feet and 13 superficial feet for berth accommodation, and shall be victualled according to Schedule A to the "Chinese Passenger" Act 1885.

annexed, during the voyage, and the term of detention at any place before its determination, for the sum of— dollars, and I hereby acknowledge to have received the sum of— dollars in full payment.—(Signed) Passage Broker.
Upon the terms of this contract passage-ticket much discussion has arisen, especially in cases where the charterers of the emigrant ship have absconded without carrying out the contract therein entered into. Under Sub-section 5 of the Ordinance, the institution of this passage-ticket is thus worded:—
Each passage broker who shall or may receive money from any person, for or in respect of a passage in any Chinese passenger ship, shall give to every such person a contract ticket, under the hand of such passage broker, and stamped with his seal or trade mark,—
By one of those curious freaks known as the custom of trade, the tickets above described are given by the passage broker upon the assurance that the said passage money has been paid to the charterers. Where honest men are being dealt with, this risky departure from the system detailed in the above-quoted section matters very little; but, as has recently been rather painfully illustrated, it opens the door to the possibility of the most disgraceful kind. In the recent case of Lee Ming versus Geo. Holmes, it appears that the defendant, acting upon the usual custom in such matters, signed a number of these tickets, the money for which having been paid to the Charterers. As the steamer never sailed for the advertised destination, and the Charterers endeavoured to evade their liability, defendant has been held to be liable to the intending emigrants. A similar case arose some three years ago, and a decision of the full Court was then obtained so that the legality of the hardship upon defendant may be admitted. The hardship is, nevertheless, none the less; and it seems to us that the justice and equity of such a case demand that the Government should render every assistance possible towards the recovery of the money from the Chinaman or Chinaman who actually received it. When remarking upon the question of factory condition of the law, which rendered it possible for charterers to decamp with the passage-money of intending passengers, the late Mr Justice Snowden said that he hoped the attention of the Legislature would be directed to this, and that, as a consequence, the interests of passengers and others would be better safeguarded. Nothing, however, seems to have come of this suggestion from the Bench, and a case with equally unfortunate circumstances has again arisen. During the discussions that have taken place on this subject, three years ago and at the present time, not a word has been said about a change in the risky system which is commonly practised; and from this circumstance it would appear that insuperable difficulties exist in the way of reform in this respect. The only remark which pointed in this direction was one made by the Chief Justice (Sir George Phillips), when giving judgment in the appeal case three years ago. He said that "the broker could protect himself by retaining the passage ticket until he was satisfied that the passage paid for would be furnished. Whichever way the responsibilities of passage brokers may ultimately be arranged, it is clear that the system now in vogue cannot be safely continued; and we sincerely trust that the defendant in the case just decided will accept in having the responsibility of repayment on the man who actually received the money on the present occasion.

TELEGRAMS.
(Via Southern Line.)
CHOLERA IN SOUTH OF FRANCE.
LONDON, August 29.
Cholera is increasing in Toulon.
THIS CASE OF RUSSIA.
LONDON, 29th August, 1885.
The Czar is highly satisfied with the complete success of himself and the Austrian Emperor at Kronstadt.
The following telegrams, by the Havas agency, appear in the *Saignais* of the 24th inst:—
THE ELECTION IN FRANCE.
PARIS, August 16th.
The election agitation in France is very great.
The elections for the nomination of colonial deputies are fixed for the 11th October.

THE NEW INSPECTOR GENERAL.
Telegrams were received in Shanghai on the 25th instant, stating that Mr James H. Hart has been appointed Inspector-General of Customs.
ANOTHER TYPHOON.
The following notice was issued yesterday, by Dr. Dobner, the Government Astronomer:—There appears to be a typhoon southward of Luzon.

The British barque *Ni Desperandant* arrived at Singapore on Saturday night the 22nd instant in charge of her Chief Officer from Ternate and had her colours flying half mast on account of the death of her master and owner, Captain Griffin, who died at 5.30 p.m. on the 7th instant, in lat. 1° 57' N. and long. 121° 1' E. and was buried at Ternate on the 10th inst. in lat. 2° 5' N. and long. 120° 21' E. Captain Griffin was going hurriedly into his cabin when he knocked his head against the top of the door, causing a severe wound, and in the absence of medical assistance everything was done, but his condition grew worse and he eventually died on the 7th inst. Captain Griffin came out to the east about 40 years ago, and he was one of the oldest (if not the oldest) shipmasters sailing out of Singapore, and was well-known and respected both there and on the coast ports of a skillful navigator and upright trader and his death at the age of 70 years is lamented by a large circle of friends. He was a sailor of the olden time, having been at sea over 50 years and owner of his own vessels since he was 21 years of age.

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LOCAL AND GENERAL.

PAKED SUEZ CANAL.
Ottawa, Borneo—Amsterdam, June 19; Bragade, June 23; Mythe, July 3; Salas, Portogallo, Aug. 4; Anches, Orion, Allover, Aug. 7; Electra, Abington, Rosamond, Aug. 11; Denodion, Geofraim, Aug. 14; Angell, Head, Denham, Aug. 21; Tiam, 26 Yuen, Aug. 27; Monday, Tan-brookshire, La France, Aug. 28; Houward Bours, Moser, Aug. 11; Denishaire, Aug. 14; Berendo, Glen-co, Gordon Castle, Aug. 18; Glen-co, Aug. 21; Glen-co, Aug. 28.

The next *FARENS MAIL*, per the M. M. Co.'s steamer *Andary*, is to leave Singapore for Saigon and this port at 5 a.m. on Saturday, the 29th instant, and may be expected here on or about Saturday, the 6th September.
The S. S. *Gratula*, from Antwerp and Bordeaux, left Singapore for this port on Saturday and Haiphong on the 28th instant.
The China Shipper *Manuel S. N. Co.*'s steamer *Opak* left Singapore on the 26th August, and may be expected to arrive here on the 1st September.
The

No. 6893.—August 31, 1885.

ity of the Colony appear to have been completely ignored. Should a serious fire or row occur, our patriotic ruler will now be personally responsible.

We are glad to be able to report that the money alleged to have been stolen by Ling Wan Tsong, collector for the Hongkong and Shanghai Bank, has been recovered. Inspector Quincey and Chinese constable Tsang Cheung, 100, succeeded in recovering the sum of \$1190 of the \$1200 stolen on Saturday evening. The defendant in the case, had, it appears, handed the money to the friend who was found with him in the brothel. This friend, afraid apparently of falling under suspicion, handed the sum of money to a brother or classman, who did not know that it was stolen, and then made himself scarce. The money was traced to the brother or relation, who yielded it up as soon as he was aware of its having been stolen. About \$67 were also found upon the defendant when arrested.

The S. S. *Thales*, Captain Pocock, which arrived yesterday from Taiwan and Coast Ports, appears to have experienced a pretty severe typhoon in the Formosa Channel on the 24th inst. She reports as follows:—Left Taiwan on 22nd at noon, with increasing northerly wind and falling barometer. Anchored in Makung Harbour at 6 p.m. same day. On 23rd blowing a heavy gale from the north, barometer still falling. On 24th experienced a heavy typhoon, the force of which lasted for twelve hours. The lowest reading of the barometer, at 8 p.m., was 28.89. At 3 p.m. the wind took off, but still blew a strong gale accompanied by heavy rain until noon on the 25th, the barometer meantime rising. At 4.30 p.m. same day, proceeded for Fouchow, arriving at noon on 26th. From Fouchow experienced moderate E.W. breeze, cloudy weather and swell from S.W.

Under the heading, 'Settlement of the Afghan Difficulty,' the *Shanghai Mercury*, on the 24th instant, published the following:—The Afghan frontier question is settled. Russia has resigned the Zulfikar Pass. Two days later, Reuter's version of the same telegram reached Shanghai, and was published as follows:—The Russian Government have waived their claims to the Zulfikar Pass, whereupon the *Mercury* makes the following observations:—So Reuter has actually contrived to give the news of the resignation by Russia of all claims to the Zulfikar Pass just three days after we published it. This, we suppose, will make Reuter's Agent here still more bitter against us. We should not be surprised to see Reuter writing out by the end of the week that the Afghan question is settled. When the *Mercury* wrote the above it should have remembered that accuracy is of even more importance than speed in the matter of telegrams. To say the least of it, the *Mercury*'s telegram is misleading. The frontier question has not been settled, nor will this commission be achieved until the joint commission has definitely agreed on the frontier.

The coolness of this month of August must be accepted as a set-off against the disagreeableness of the wet weather lately experienced. This year will be long remembered as a wet one, up to the present at least; and the proof of this will readily be seen by the following figures. We give the rainfall for the first eight months of the year, and append that for the corresponding months of last year, with the averages calculated on the results of the last fifteen years:—

	This year.	Last year.	Average.
January	0.36	0.00	0.70
February	1.09	3.62	1.32
March	2.44	6.82	3.54
April	14.57	5.26	6.00
May	4.47	0.04	13.59
June	20.09	11.24	12.16
July	12.25	13.24	14.42
August	27.50	10.08	16.34
	95.45	58.00	69.00

The figures for this year extend only to 10 a.m. to-day, the 31st, and as rain has fallen slightly during the day, a small addition may have to be made to the total. So that we may safely set down the rainfall for the eight months at about 97 inches. As four months of the year have yet to run, and September is generally classed as a fairly wet month, the total will probably reach over 110. For the last four months of 1884, the rainfall was 16.59; while the average for that period is 18.89. The annual average is put down at 85.88 inches; and for two-thirds of the year we have already recorded a total of 97 inches.

Mr. J. Henningsen, the general Manager in China of the Great Northern Telegraph Company, has just received from the King of Italy, in recognition of his services to the Italian navy in these waters, the Cross of the Order of the Italian Crown, of which order he has been appointed Knight.

The U. S. corvette *Enterprise*, which left Hongkong on the 25th ultimo for Australia, and which was to have called en route at Singapore, arrived at Sourabaya on the 29th instant. Wind and weather after leaving Hongkong having been unfavorable to proceeding without touching at Singapore, Commander Barker decided not to call there.

The Austro-Hungarian Consulate at Shanghai, the *Mercury* learns, will shortly receive an addition to its staff, the Austrian Government having decided upon sending out a Vice-consul. The gentleman in question is on his way to the East on the Austrian corvette *Saida*, now on a scientific tour round the world. The *Saida*

is expected to arrive at Hongkong, from Australia, during the course of next month. She will be met at the former port by the Austrian gunboat *Adriatic*, at present in Japan.

TELEGRAPHIC news was received in Shanghai on the 26th instant from Tientsin to the effect that the a.s. *Haven* and a.s. *Huayuen* collided in the Peiho on the previous day. It appears that both vessels were bound down the river and on their way for Shanghai. The *Haven*, apparently, got the worst of the collision, as she had two large holes in her hull, the *Huayuen* had one of her quarters damaged. Though the injuries to both vessels are reported to be somewhat serious they nevertheless proceeded on their voyage to Shanghai.

A HANAPORTE has been made in Paris of paper, the whole case being manufactured from paper so compressed that it has received a hard surface, which has taken a peculiar polish. The colour is cream-white. The tone of the instrument is reported not to be loud, but very sweet. The short, broken character of the sounds emitted by ordinary pianofortes is replaced by a soft, full, quasicontinuous sound, resembling somewhat that of the organ. It has been suggested that the evenness of texture of the compressed paper may have some influence in effecting this modification of sound.

The *Lancet*, we see, speaks out rather strongly on the interferences of the nursing sisters with the religious feelings of patients in hospitals. Another fault found with the sisters is that they exclude from the hospital every qualified nurse who does not assent to their peculiar and often very incomplete views of religious truth. The *Lancet* considers that the anomalous proceedings of the sisters have long ago passed the bounds of approval, and suggests that the doctors of the respective hospitals should at once take the matter in hand.

Messrs. Syme & Co., the Agents of the Singapore-Manila mail steamers, have received a telegram informing them that the *Salsador*, which left Singapore on the 15th, has been put into quarantine at Manila. It is well known that there is an ancient prohibition to warrant the Philippine Government in putting into quarantine vessels from our port. The loss by such detention is serious, and it is likely that the steamers will stop running until the Philippine Government becomes more reasonable. The *Salsador*, to arrive from Manila, will not be sent back.

Save the *Courier*.—With reference to our Wire News paragraph of 13th August we beg to explain that Mr. C. H. O. Poulson has been appointed Assistant-Director of the Imperial Chinese Government Telegraph Service, whose lines are running from Tientsin to Moukden, Corea and Port Arthur, after having been for more than four years Assistant at the Imperial Chinese Telegraph Office and Adviser to the Government Telegraph Service. We further hear that the telephone system, started by the Commissioner of Customs Mr. Doring, the propagator of civilizing ideas, is going to be extended under the direction of Mr. Poulson. The Chinese take wonderfully to the electric telegraph and its offspring, the telephone, and there is not the slightest doubt that the vast empire in a few years will be covered by a cobweb of lines centralizing and fortifying the power of the central government.

VISCOUNT HALIFAX, whose death is reported by Reuter, was born nearly 85 years ago, in December, 1800. In 1848, on the death of his father, he became Sir Charles Wood, fourth Baronet of that title, and twenty years later he was raised to the Peerage as Viscount Halifax of Mount Bretton, in recognition of his Parliamentary services. He first entered the House of Commons at 25 years of age as Member for Great Grimsby, and afterwards sat for Warrington, Halifax, and Ripon. He retired early in his career, his first post being Secretary to the Treasury in 1852. He was appointed Secretary to the Admiralty in 1855, and filled the position of Chancellor of the Exchequer in Lord Russell's first Administration, from 1859 to 1859. On the 2nd of December, 1852, he became President of the House of Commons, and was First Lord of the Admiralty in Lord Palmerston's first Administration, from 1855 till 1858; and Secretary of State for India, and President of the India Council, in Lord Palmerston's second Administration, from 1859 to June, 1859. He became Lord Privy Seal in Lord Palmerston's Administration, in July, 1870, and continued to hold that office till February, 1874.

THERE has been something very like a 'scene' in the Hyderabad Suburban Court, as Mr. C. J. Munton tells the story in the *Deccan Times*. Being judgment creditor and decree holder in a suit against Mr. W. D. Edwards, one of the accused in the recent libel case, he applied a few days ago for a warrant to attach and sell the printing presses, the property of the judgment debtor. In the course of a discussion with Mr. Van Ingen on the question of adjournment, Mr. Munton asserts that the judge, on account of some trifling misunderstanding, threatened to fine for contempt of court. The pleader retorted that he was the last man to allow himself to be browbeaten. In a suit later on he says he thus addressed the court:—'I ask permission to withdraw from this suit, and that an adjournment be granted on my client's behalf. In a suit later on, as after the painful exhibition of temper displayed by the court to me, I feel that I cannot conduct the case with satisfaction to myself or justice to my client. The judge then became livid with rage and roared out in a storm of words, 'Now you yourself in this court require to be put in your place. I said, "What does the court mean by telling me I can go? Of course I can. I am going." Most furious than before, the judge shouted to the clerk, "Strike him off the rolls," and addressing me, "You had better be civil." I replied, "An example of civility is badly required by you and me." I said, "What does the court mean by telling me I can go? Of course I can. I am going." Most furious than before, the judge shouted to the clerk, "Strike him off the rolls," and addressing me, "You had better be civil." I replied, "An example of civility is badly required by you and me." I said, "What does the court mean by telling me I can go? Of course I can. I am going." 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